PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents* **RTIP ID#:** LA996137

Route 60 HOV lanes from Route 605 to Brea Canyon Road (Construct one HOV lane in each direction).

Type of project *see list below*

Change to Existing State Highway

County: Los Angeles	**Narrative Location/Route & Post Miles: 07-LA-60-11.8/23.3** **Caltrans Projects – EA#: 07-1294V**

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
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Decision Desired *Check appropriate box below*

PM2.5		**MAYBE Project of Air Quality Concern**	X	**NOT Project of Air Quality Concern**
PM10		**MAYBE Project of Air Quality Concern**	X	**NOT Project of Air Quality Concern**

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

	Categorical Exclusion (NEPA)		**EA or Draft EIS**		**FONSI or Final EIS**	X	**PS&E or Construction**		**Other**

Scheduled Date of Federal Action: June 29, 2006 for CMAQ & RSTP funding

Current Programming Dates

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	06/01/2001	03/01/2001	03/01/2002*	11/22/2006
End	02/08/2006*	01/04/2011	01/04/2011	01/04/2011

Project Purpose and Need (Summary):

The purpose of this project is to reduce congestion, improves traffic flow by adding HOV lanes.

* Environmental Reevaluation February 4, 2005; R/W certification April 27, 2006

The Total project cost is $138.98 M ($72.804 Local "Prop C", $42.005 M STIP, $5.4 M CMAQ & 17.889 RSTP).

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Route 60 is primarily an urbanized route and the land use within the corridor consists of industrial, commercial, and residential areas. This segment of Route 60 is a heavily traveled east-west freeway servicing the San Gabriel valley and providing access between major urban centers in San Bernardino/Riverside Counties to the Los Angeles Central Business District. Also along this route, there is heavy use of trucks engaged in inter- and intra-regional goods movement, serving both port and domestic operations, use this route.

Build and No Build, AADT, % trucks, truck AADT of proposed facility (opening year)

2011 Daily Travel Demands

		No Build			Build			2011 Bld vs. No Bld Total Daily Delay Savings *in hours*
		Mixed Flow	HOV	Total Facillity	Mixed Flow	HOV	Total Facillity	
Vehicle Classes	LDV's	279,000		279,000	275,000	10,000	285,000	**5,100**
	HDV's	21,500		21,500	24,000		24,000	
		300,500		300,500	299,000	10,000	309,000	

2011 Percent of Total Daily Demand

		No Build			Build		
		Mixed Flow	HOV	Total Facillity	Mixed Flow	HOV	Total Facillity
Vehicle Classes	LDV's	92.8%		92.8%	92.0%	100.0%	92.2%
	HDV's	7.2%		7.2%	8.0%		7.8%
		100.0%		100.0%	100.0%	100.0%	100.0%

Build and No Build, AADT, % trucks, truck AADT of proposed facility (Design year)

2030 Daily Travel Demands

		No Build			Build			2030 Bld vs. No Bld Total Daily Delay Savings *in hours*
		Mixed Flow	HOV	Total Facillity	Mixed Flow	HOV	Total Facillity	
Vehicle Classes	LDV's	299,400		299,400	270,000	53,800	323,800	**6,200**
	HDV's	29,600		29,600	31,000		31,000	
		329,000		329,000	301,000	53,800	354,800	

2030 Percent of Total Daily Demand

		No Build			Build		
		Mixed Flow	HOV	Total Facillity	Mixed Flow	HOV	Total Facillity
Vehicle Classes	LDV's	91.0%		91.0%	89.7%	100.0%	91.3%
	HDV's	9.0%		9.0%	10.3%		8.7%
		100.0%		100.0%	100.0%	100.0%	100.0%

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If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

Describe potential traffic redistribution effects of congestion relief

Traffic delays would be reduced substantially due to ridesharing opportunity utilizing the newly constructed HOV lanes. Please note the above tables, the truck volumes practically remain the same in the Build vs. No- Build alternative.

Comments/Explanation/Details

Motor vehicles produce more exhaust per mile at slower speeds; hence this project will reduce traffic slow downs because of the improved LOS (delay savings of 6,200 hours/day vs.no-build alt.), therefore the project should reduce emissions per mile and ultimately exposure of toxic constituents from vehicle exhaust to the population.

TYPE OF PROJECT:

New state highway *Change to existing state highway*
New regionally significant street *Change to existing regionally significant street*
New interchange *Reconfigure existing interchange*
Intersection channelization *Intersection signalization*
Roadway realignment
Bus, rail, or inter-modal facility/terminal/transfer point
Truck weight/inspection station
At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM_{10} and $PM_{2.5}$ Hot Spots

(i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*

(ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

(iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*

(iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*